

# Project Development

\* Contract Plan Preparation and Land Acquisition (Phase II) and Construction (Phase III) are not currently included in IDOT's FY 2018-2023 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.



## NEXT STEPS:

- **Obtain** and evaluate public comments
- **Refine** design, as needed
- **Finalize** engineering and environmental reports
- **Complete** - Phase I Study (anticipated 2018)
- **Phase II** - Contract Plan Preparation and Land Acquisition (*not funded*)
- **Phase III** - Construction (*not funded*)

## 3 TYPES OF LAND ACQUISITION

### Fee Simple Acquisition (Proposed Right-of-Way)

- or the acquisition of all rights and interest of real property.
- 40.46 Acres required for this project
- Displacements : 2 Buildings (1 Commercial and 1 Industrial)

### Permanent Easements

- where underlying ownership is retained by the property owner, but access is permanently allowed during and after construction for maintenance of facilities such as drainage structures.
- 7.52 Acres required for this project

### Temporary Easements

- where underlying ownership is retained by the property owner but access is temporarily allowed only during construction for items such as grading work, driveway construction, and landscaping restoration.
- 7.13 Acres required for this project

Please talk to an IDOT Land Acquisition representative at today's hearing for additional information.

**Land Acquisition Process**

*The Land Acquisition process involves the following sequence of steps:*

1. The ownership of the property is confirmed;
2. A plat of survey drawing is prepared to show the dimensions and amount of property that is being acquired;
3. An independent appraisal is made to determine the fair market value of the property to be acquired;
4. Negotiations begin with an offer to acquire the necessary property at the appraised value;
5. If a settlement cannot be reached, the matter is referred to the courts for acquisition under the law of eminent domain.

# What Do You Think?

IDOT is seeking your comments on the preferred alternative, the Environmental Assessment and impacts to the Waukegan Sports Park. Waukegan Sports Park is a section 4(f) resource and impacts include 1.08 acres of proposed right-of-way and 0.145 acres of temporary easement.

## Ways to Comment

You may submit your comments to a court reporter between 4 and 6 p.m. At 6 p.m. you can participate in a public forum and make a public statement. To participate in the public forum fill out the yellow speakers card and place it in the public forum box at the sign in table.

Comment forms are available throughout the exhibit room. Feel free to fill it out this evening or take it with you and mail at your convenience. Comments may be submitted on the project website, IL131Project.com.

We encourage comments throughout the course of the study, however, comments received by **December 16, 2017** will become part of the public hearing record.

**Illinois Department of Transportation**  
**201 W. Center Court**  
**Schaumburg, IL 60196**  
**Attn: Bureau of Programming**  
**Lori S. Brown, P.E.**



## PUBLIC HEARING

Thursday, November 16, 2017  
4 p.m. – 7 p.m.

Beach Park Middle School  
40667 N Green Bay Road  
Beach Park, IL 60099

[www.IL131Project.com](http://www.IL131Project.com)

# IL 131 GREEN BAY ROAD PROJECT



The IL 131 project stretches 7.3 miles from the Wisconsin/Illinois state line (Russell Road) south to Sunset Avenue.

IL 131 is a Strategic Regional Arterial that serves as a key north-south route that supplements the expressway system by moving long-distance, high-volume traffic in north-eastern Illinois.

Working Together...Creating a Plan for Your Community

# INTERACTION

ISSUE 6 Fall/Winter 2017

## Purpose and Need

The purpose of the proposed action is to provide an improved transportation system for IL 131 from Russell Road to Sunset Avenue.

### THE PREFERRED ALTERNATIVE WILL:

- Improve mobility
- Improve safety
- Upgrade roadway features to meet current design standards

## Planning process nearing completion

The IL 131 planning process included a thorough examination of transportation problems, potential solutions, and extensive technical analysis and stakeholder input.

This study is following the National Environmental Policy Act (NEPA) process and involves the preparation of an Environmental Assessment (EA). The NEPA process requires analyzing the social and environmental effects of the proposed improvements. The goal is to avoid impacting environmental resources. If impacts were unavoidable, they were minimized and mitigated. The EA describes these impacts and mitigation measures along with the purpose and need, alternatives, the preferred alternative, and benefits. The EA can be viewed on the project website IL131Project.com, study area municipalities, libraries, and at the IDOT District One Office. Comments will be accepted through December 16, 2017.

## Environmental Effects

- **Noise** - Four noise walls were found to be feasible and reasonable
- **Wetlands** - 2.84 acres of wetland impacts
- **Cultural/Historic** - No historic properties, archaeological or architectural sites will be affected
- **Air** - Air Quality not impacted
- **Recreational** - 0.10 acres of temporary easement is required from Shepherd's Crook Golf Course. 1.08 acres of permanent land acquisition and 0.145 acres of temporary easement are required from Waukegan Sports Park

## DEVELOPING & EVALUATING ALTERNATIVES for the People by the People

IDOT realizes that the success of a project is contingent upon the participation and input from stakeholders. To provide a forum for discussion and input, IDOT established a Corridor Planning Group and Technical Advisory Groups. These groups consist of members representing various agencies, business owners, and residents from the project area. These members invested a great deal of time by meeting with the project team throughout the study by providing input on the alternatives development and evaluation process. Beginning with several alternatives, and four rounds of evaluation, a preferred alternative was developed by combining elements to minimize impacts throughout the project area.



[www.IL131Project.com](http://www.IL131Project.com)



# Key Features and Benefits

The **Preferred** Alternative involves widening and reconstructing IL 131 for 7.3 miles between Russell Road and Sunset Avenue. Roadway features will meet current standards and mobility and safety will improve while reducing delay from turning vehicles and improving traffic flow both along IL 131 and at intersections.

Two through lanes in each direction

Dedicated left-turn lanes at major intersections

Dedicated right-turn lanes where needed to provide acceptable traffic operations

8- to 10-foot shared-use path\*

5-foot sidewalk\*

Consolidating and removing extra driveways located very close to major intersections to reduce conflict points

Retaining walls to avoid permanent impacts to the Waukegan Savanna Forest Preserve and the Shepherd's Crook Golf Course

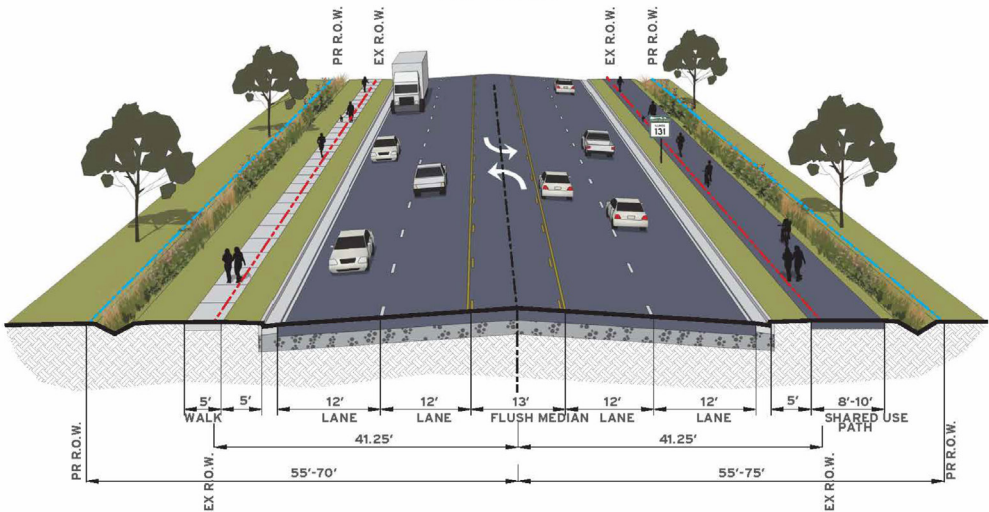
Shifts in the roadway to avoid permanent impacts to the Benton-Greenwood Cemetery and ThunderHawk Golf Club

Roadway grading and drainage design that minimizes impacts to wetlands

Relocation and lowering of IL 131 between Beach Road and Yorkhouse Road to comply with Federal Aviation Administration (FAA) regulations and planned expansions at the Waukegan National Airport

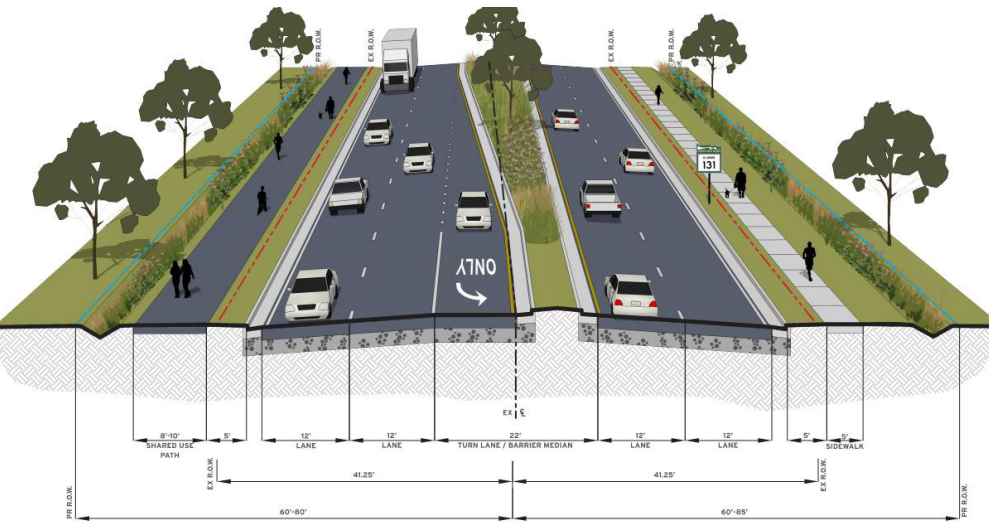
Best Management Practices (BMPs) will be used to protect water quality, preserve water resources, and minimize the overall impact on aquatic resources

## Preferred Alternative



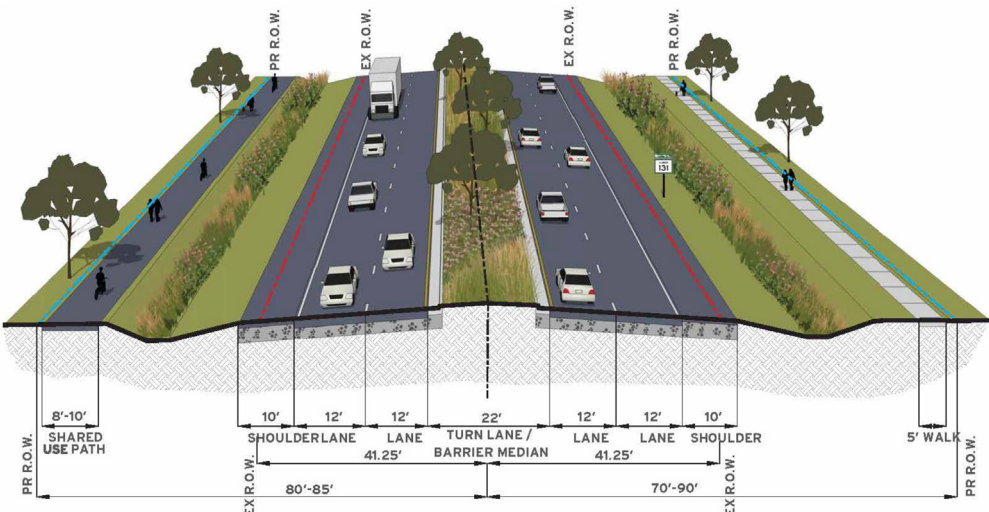
### Sunset Avenue to Yorkhouse Road

4-Lane with Two-Way Left Turn Lane, Curb and Gutter, Sidewalk\* and Shared Use Path\*



### Yorkhouse Road to Stone Bridge Drive and 9th Street to Shepherd's Crook Golf Course

4-Lane with Raised Curb Median, Curb and Gutter, Sidewalk\* and Shared Use Path\*



### Stone Bridge Drive to 9th Street and Shepherd's Crook Golf Course to Russell Road

4-Lane with Raised Curb Median, Shoulder, Sidewalk\* and Shared Use Path\*

\*Subject to Local Participation

## Travel Improvements Beyond the Road

A new shared-use path\* will provide:



- Mobility
- Safety for bicycles and pedestrians
- Bicycle and pedestrian accessibility

The shared-use path alternates between the east and west sides of the roadway and will provide better connections to the Waukegan Savanna Forest Preserve, Waukegan Sports Park, schools, churches, residential developments and commercial areas.

\*Subject to Local Participation

## Future CONNECTIVITY Coming Your Way

The Lake County Forest Preserve District partnered with the City of Waukegan, Waukegan Park District and the Village of Beach Park in planning the shared-use path between Yorkhouse Road and the ComEd property (just north of Warner Avenue) and it is a planned connection between the Robert McClory Trail, the Waukegan Savanna Forest Preserve and the Des Plaines River Trail.

## Waukegan National Airport Coordination Continues

The Waukegan Port District is currently planning to expand facilities at the Waukegan National Airport, including a new runway and taxiway that cross IL 131. A separate Environmental Assessment is currently being prepared by the airport.

> To accommodate the runway and taxiway expansion, IL 131 shifts approximately 90 feet west and lowers the roadway 25 to 30 feet.



### On-going

- Local Community
- Lake and Kenosha County
- Wisconsin DOT Meetings

## Stakeholder Involvement Offers INSIGHT

Throughout the study, frequent meetings were held in order to gain insight on stakeholder concerns and work to minimize effects on the communities. The project team has worked with agencies, municipalities, and other stakeholders, resulting in the development of the preferred alternative.

1 Public Hearing 4 Public Meetings 5 CPG/TAG Meetings

20 State & Federal Meetings

4 State & Federal Permitting Agency Meetings

15 FAA and Waukegan National Airport Meetings